The Hong Kong Daily Press.

No. 3744 號四十四百七千三第 日八十月九庚 年巳己治同 HONGKONG, MONDAY, 1st NOVEMBER, 1869. 一拜禮 初一十月一十英 港香 PRICE $2½ PER MONTH.

Arrivals.

Oct. 30, PATINO, Span. str., 1,200, D. F. F. Marcou, Manila 27th October, Mails.—SPANISH CONSUL.

Oct. 30, ARIZVIDA, Brit. bk., 450, Kindred, Sydney (N.S.W.) 7th September, Coals.—D. LAPRAIK & Co.

Oct. 30, PONSÆLLI, Brit. bk., 345, Ormston, Hiogo 22nd Oct., Ballast.—CAPTAIN.

Oct. 30, SUNDA, Brit. str., 1,217, C. F. Cates, Shanghai 27th October, Silk and General.—P. & O. Co.

Oct. 31, MADRAS, Brit. str., 1,390, Davies, Yokohama 24th October, General.—P. & O. Co.

Oct. 30, PRAHS, French str., 900, Hinstin, from Whampoa.

Oct. 31, ADEN, Brit. str., 507, Hocking, from Whampoa.

Oct. 31, AZOV, Brit. str., 700, Johnson, Foochow 28th October, Amoy 29th, and Swatow 30th, General.—P. & O. Co.

Oct. 31, H.M.S. frigate GALATEA, 3,227, 26 guns, His Royal Highness Alfred Ernest Duke of Edinburgh, K.G. K.T., Shanghai 25th Oct.

Nov. 1, SOOY HONG, Brit. bg., 192, Wilder, Amoy 30th October, Ballast.—WM. PUSTAU & Co.

Departures.

Oct. 30, TYCHO BRAHE, str., for Singapore.

Oct. 31, ELZE, for Yokohama.

Oct. 31, KWANGTUNG, str., for East Coast.

Oct. 31, CATALUNA, str., for Macao.

Oct. 31, JEWESS, for San Francisco.

Oct. 31, G. C. L. MEYER, for Macao.

Oct. 31, KELSO, for Cape St. James.

Oct. 31, ESGARNACIOA, for Manila.

Oct. 31, ANNIE RICHMOND, for Osaka.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, OCTOBER 29TH.

Elze, for Yokohama.
Kwang-tung, str., for East Coast.
Sirene, for Macao.
Catalunia, str., for Macao.
Jewess, for San Francisco.
Condor, for Amoy.
G. C. Lorenz Meyer, for Macao.
Kelso, for Cape St. James.
Encarnacion, for Manila.
Annie Richmond, for Osaka.

Passengers.

Per *Sunda*, str., from Shanghai,—Mr. and Mrs. Barnes and family, Messrs. Drysdale, Hyde, Dawson, Schiller, Beyer, and 56 Chinese.

Per *Pallas*, str., from Manila,—Messrs. J. Heredia, A. Olona, F. Varedal, E. Zequira and J. C. Medinal.

Per *Azof*, str., from East Coast,—Mr. Schokefield, 1 European and 50 Chinese.

Per *Madras*, str., from Yokohama,—Doctor Ramsay, Messrs. Sonores Gattanoni, Venturi and Tacci.

Reports.

The P. & O. steamer *Azof* reports having experienced strong monsoon and fine as far as Amoy, from thence light monsoon and fine; passed steamer *Cadiscof* Amoy, bound in, and *Kwangtung*, off Tamsui.

The North German steamer *Otago*, John Stewart, Union Dock, bottom cleaned Peacock and Berchan, grease and tallow engines, and boilers in through sea going order, made a trip with a party of some seventy ladies and gentlemen round the Island; made a speed of 12½ knots, bound to Yokohama to resume coasting voyages.

H.M.S. *Galatea* reports having weighed anchor at Woosung, at 4 P.M. of the 26th instant, and proceeded to the anchorage at the South entrance of the Yangtse-kiang, where she brought up at 6 P.M. awaiting tide and daylight, got under weigh at 3.40 A.M. of the 27th, and proceeded to sea. After the outer bar was passed, steered direct course for Hongkong, before a moderate monsoon under canvass only, until Piedra Branca was sighted, whence she steamed by the Ly-ee-moon Pass into Hongkong, arriving about 7 A.M. of the 31st.

The British bark *Arcevida*, left Sydney on the September 7th. On the 9th, encountered a heavy S.E. gale, lost bulwarks, boats, &c. On the 25th, crossed Equator in 161.50 E. long. On the 17th, spoke barque *Camilla*, from Bonabi for New Zealand. On October 3rd, supplied the Hamburgh brig *Vesta* with provisions. Light winds from the S.E. from the Equator to the Marian Islands. On the 12th October, passed between Pagon and Grigaro, since passing these islands had three days bad weather from S.W. with very heavy cross sea; concluded that a typhoon had been raging not long previous; from the 16th light airs from S.E. to E. have prevailed, with fine weather. On the October 27th, passed through the Bashi Channel, signalled ship *North Star*, from Hongkong for San Francisco. On the 29th, signalled French barque *Mycene*, from Hongkong for Nagasaki, very strong gales from the Bashis with a heavy sea. Arrived in Hongkong on the 30th October.

Auction Sales To-day.

None.

CANTON.

TO BE SOLD, A substantially built HOUSE on Shameen.

For terms, apply to the present occupiers, Messrs. MOUL & Co.

2m 2029 Canton, 26th October, 1869.

BALL!!!

THE COMING FESTIVITIES.

THREE Professional Gentlemen are open to engagements for BALLS, EVENING, and DINNER PARTIES.

INSTRUMENTS:
HARP, VIOLIN, AND FLUTE.
☞ The Newest Dance MUSIC.

For Terms, &c. apply to Mr. C. WAGNER, 22, *Hollywood Road*.

tf 1992 Hongkong, 20th October, 1869.

Per "Diomed" and "Overland Mail."

MISS ROSE has just received a Choice Assortment of Ladies' BONNETS and HATS, Tulle HAT and Bonnet SHAPES, Infants' white silk BONNETS and HOODS, Children's Sun HATS in all sizes.

Satin and Taffetta SASH and other RIBBONS, in great variety.

BELTING in all shades.

Black and colored HIGHLAS.

Blonde LACES.

Muslin INSERTION and TRIMMINGS.

French FLOWERS, OSTRICH & FANCY FEATHERS.

Berlin Wool Work, Smoking CAPS, &c., &c.

Ladies' and Children's BOOTS and SHOES.

HENDRIE'S PERFUMERY, &c., &c., &c.

WELLINGTON STREET,
Opposite the Catholic Chapel.

tf 1643 Hongkong, 27th August, 1869.

E. R. HANDLEY,
(LATE PATTESON & HANDLEY).

HOUSE & SHIP PLUMBER, COPPERSMITH,
ZINC WORKER, AND GAS FITTER.
16, Queen's Road West.

tf 1014 Hongkong, 25th May, 1869.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL—5,000,000 of Dollars.

Court of Directors:—

Chairman—GEORGE F. HEARD, Esq.
Deputy Chairman—JUSTUS HEINCKE, Esq.

George J. Holland, Esq.	A. John, Esq.
William Lemon, Esq.	J. P. Dancanson, Esq.
W. H. Forbes, Esq.	Hoalin R. Rowett
S. D. Sassoon, Esq.	E. H. Bulkan, Esq.
Hoalin. J. S. Taylor.	

Managers:—
Hongkong—Victor Kresser, Esq., Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 4 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
6 „ 4 „ „ „
12 „ 5 „ „ „
LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

VICTOR KRESSER, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East.

tf 10621 Hongkong, 1st JANUARY, 1869.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE Market Circulars, prepared by the Chamber, will in future be issued *late* on the *afternoon* of the day preceding the departures of the fortnightly P. & O. Mail Steamers. Subscribers are requested to send for their copies between the hours of 4 P.M. and midnight.

J. W. WOOD,
Secretary.

Club Chambers,
Hongkong, 20th July, 1869. [tf 1402

SEAMEN'S HOSPITAL, HONGKONG.

TRUSTEES—
The Colonial Secretary.
The Honourable W. KEswICK, Esq.
GEO. HEARD, Esq.
The Superintendent of the P. & O. S. N. Company, (ex officio).
W. STANLEY ADAMS, M.D., *Resident Surgeon.*
Mr. YOUNG, *House Surgeon.*
H. P. AUSTIN, Esq., *Hon. Treasurer.*

TERMS OF ADMISSION—

1st Class (Private Room), per day,		$3.00
2nd „	(2 Beds in a Room) „ „	$2.00
3rd „	(Public Wards) „ „	$1.00

These charges are inclusive of all Medicines and Attendances, but exclusive of Wines or Articles not in the recognised Dietary Table.

All orders for Admission to Hospital must be countersigned by some responsible Person or Persons resident in the Colony.

(Patients are also admitted on Deposits at the following rates, renewable one day previous to the amount deposited having been expended:

1st Class	$90.
2nd „	240.
3rd „	300.

By order,
H. P. AUSTIN,
Treasurer.

6m 1314 Hongkong, 25th October, 1869.

NOTICE.

STAG HOTEL.

THIS Establishment having been entirely Refurnished and much improved, Visitors will now find it Replete with all the Comforts of any Hotel in the Colonial Empire.

Tiffin, ... at 1 o'clock P.M.
Dinner, ... at 7 „ „
WINES & SPIRITS
Being all imported by the Proprietor, are all of the best quality.

The Billiard Room contains two of HARRIS'S Patent Iron TABLES.

ICE CREAM DRINKS—ICE CREAM DRINKS—of all descriptions from 11 A.M. till 9 P.M.

J. B. WATSON,
Proprietor.

tf 1571 Hongkong, 17th August, 1869.

NOTICE.

IN THE ESTATE OF DOUGLAS LAPRAIK, DECEASED.

PROBATE of the last Will and Testament of DOUGLAS LAPRAIK, formerly of Hongkong, and lately of Acton, deceased, having been granted to the undersigned, one of the Executors in the said Will named, all persons indebted to the said Estate are hereby required to pay the amount of their debts forthwith. Persons having claims against the Estate are hereby required to send in particulars of their claims to the undersigned, at the Office of Messrs. DOUGLAS LAPRAIK & Co., or to HENRY C. CALDWELL, Esq., Solicitor, on or before the 31st day of January, 1870, after which date no claims will be received or admitted.

Dated Hongkong, 9th day of July, 1869.

R. E. BAKER,
Executor.

tf 1342

LEONARD BARNES,
GOVERNMENT UNDERTAKER,
(By appointment).

Funerals entrusted to his care will be properly and economically conducted.

Head Stones cut and erected.

Spring Gardens,
Opposite Messrs. Bull, Purdon & Co.

tf 755 Hongkong, 15th April, 1869.

MARSH, PILSBURY & Co.
Importers of
HARDWARE, MACHINERY, AND TOOLS,
Of latest improvements.
TABLE AND POCKET CUTLERY,
SHIP CHANDLERY,
AND
CARPENTERS' TOOLS.
S.E. CORNER FRONT AND PINE STREETS,
SAN FRANCISCO.

1m 1910 CALIFORNIA. [Oct. 7

UNDER the Distinguished Patronage of His Excellency The GOVERNOR and Lady MACDONNELL.

MR. W. P. FLOYD
Begs to announce that his Photographic Gallery has been RE-OPENED by His Excellency Sir K. G. MACDONNELL, C.B., and Lady MACDONNELL, on the Corner of *Wyndham* and *Wellington Streets*, where he solicits an inspection of the Finest Photographic Establishment in the Far East.

Life-Size Photographs, Portraits, in Oil or Water Colors.

tf 1518 Hongkong, 9th August, 1869.

NOTICE TO MARINERS.
AMOY HARBOUR.

COKER ROCKS:—Notice is hereby given that the Floating Beacon which was placed in August, 1863, to mark the shoalest patch or pinnacle of the Coker Rocks has been removed, and that instead of it a Red buoy has been moored nearly in the same position, to guard the western edge of the danger; this buoy may be passed close to on the Starboard hand on entering the port.

FRED. JOHN RAY,
Harbour Master, Amoy.

Harbour Master's Department,
Office of Maritime Customs,
1m 1891 Amoy, 1st October, 1869.

Intimations.

QUICK TIME AND CHEAP FARES!
FROM
CHINA AND JAPAN
TO
NEW YORK AND LIVERPOOL!

THE GREAT OVERLAND ROUTE
VIA
CENTRAL PACIFIC RAILROAD,
Is now in complete running order from
SAN FRANCISCO
TO THE
"ATLANTIC SEA BOARD."

☞ THROUGH EXPRESS TRAINS ☜
LEAVE SAN FRANCISCO DAILY!

Making prompt connections with the several Railway Lines in the Eastern States for all the Cities of the UNITED STATES and CANADAS, and connecting at

NEW YORK
With the several Steamer Lines to
ENGLAND, FRANCE,
AND ALL EUROPEAN PORTS.

THROUGH TIME GOING EAST. From San Francisco to Omaha, 4 days and 7 hours; to CHICAGO, 5 days and 7 hours; to NEW YORK, Seven Days.

THROUGH FIRST-CLASS FARE REDUCED. From San Francisco to Omaha, $83.25; to St. Louis, $97.50; Chicago, $97.50; to NEW YORK, $112.50; to Boston, $114.75.

SECOND-CLASS TRAINS leave San Francisco daily (Sunday excepted). Fare to Omaha, $45.00; St. Louis, $45.00; Chicago, $45.00; NEW YORK, $50.00.

CHILDREN not over Twelve (12) years of age, Half Fare; under Five (5) years of age, FREE.

100 POUNDS OF BAGGAGE (per adult passenger) FREE. 50 POUNDS OF BAGGAGE (per child between 5 and 12 years of age) FREE.

EXTRA BAGGAGE (over 100 pounds) between Sacramento and Omaha (Currency) $15 per 100 pounds.

SILVER PALACE SLEEPING COACHES, SECOND TO NONE IN THE WORLD!

Are Run Daily, from SAN FRANCISCO to NEW YORK and intermediate points. These DRAWING ROOM CARS, by day, and SLEEPING CARS by night, are unexcelled for comfort and convenience to the passenger while en route—combining the elegance of a private parlor and all necessary conveniences pertaining to a well furnished chamber, with Comfortable Couches, Clean Bedding, &c. A competent Porter accompanies each Car to attend to the wants of our patrons.

THROUGH TICKET OFFICE,
415, CALIFORNIA STREET,
SAN FRANCISCO.

THROUGH FREIGHTS from SAN FRANCISCO to NEW YORK and other Eastern Cities, contracted through at low rates.

MARK COOBS, GARE O. P. R. R.

MONEY SAVED by purchasing TICKETS at the Company's Office in San Francisco.

CHAS. CROCKER,
General Superintendent.

T. H. GOODMAN,
General Passenger Agent.

September, 1869. [1914

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

THE undersigned are prepared to accept risks in the above Company for a *Period of Ten days*, on Merchandise stored in first-class Godowns, at 4th of one per cent.

JARDINE, MATHESON & Co.,
General Managers.

tf 1636 Hongkong, 26th August, 1869.

FOR SALE.

1,500 TONS best (Scrauton) Anthracite COAL. Apply to

OLIPHANT & Co.

tf 1842 Hongkong, 25th September, 1869.

NOTICE.

THE Office of the undersigned has been REMOVED to *Queen's Road*, No. 108, the premises formerly occupied by Messrs. P. & A. C. CAMAZZE & Co.

SANDER & Co.

1m 1835 Hongkong, 11th October, 1869.

A VEGETABLE and FLOWER GARDEN, in excellent order and cultivation, to be let at *Wong-nei-ching*. Apply to

SHARP & Co.,
Bank Buildings.

tf 1755 Hongkong, 11th September, 1869.

FOR SALE,
(Under power contained in the Mortgage Deed).

ALL those valuable Premises situate in Hongkong, abutting on *Queen's Road* on the South, and partly on the *Praya* on the North, formerly occupied by Messrs. Smyth, Ennery & Co., and now in the occupation of Messrs. E. SCHELLHASS & Co. The Premises are built on Marine Lot No. 101, and are held under Lease from the Crown for 999 years, subject to a Crown rent of £30, per annum. The Premises are spacious and airy, and the ground comprises an area of 14,400 square feet.

Also,

Those valuable Premises adjoining the above on its Western boundary, formerly in the occupation of the Asiatic Bank, and built on Inland Lot No. 514. These Premises are likewise held under a Crown Lease for 999 years, subject to a Crown rent of £24 10s. per annum, and the Lot contains an area of 6,750 square feet.

The above valuable Property will be sold by Public Auction in Hongkong on some early day (of which due notice will be given), unless previously disposed of by private contract.

For further particulars, apply to

Messrs. SMITH, ARCHER & Co.,
Solicitors.

HENRY C. CALDWELL, Esq.,
Solicitor.

tf 1479 Hongkong, 3rd August, 1869.

THE HONGKONG DISPENSARY
Established 1841.
A. S. WATSON & Co.,
FAMILY AND DISPENSING CHEMISTS.
By appointment
TO THE GOVERNOR AND HOUSEHOLD.

N.B.—The Hongkong Dispensary is known to Chinese Servants as The "Hongkong Hospital."

1437 Hongkong, 1st August, 1869.

THE FRENCH DISPENSARY,
Established 1853.
QUEEN'S ROAD, No. 118.
J. L. BRITTO, APOTHECARY,
CHEMIST AND DRUGGIST,
Of 24 Years' Standing.
Prescriptions carefully compounded.
MEDICINE CHESTS REFITTED
On the Shortest Notice, and
AT MODERATE TERMS.
Fresh Medicine constantly on hand, and received by Overland Mails.

tf 1802 Hongkong, 20th September, 1869.

B. J. DORSEY,
COMMISSION MERCHANT,
AND
INSURANCE AGENT,
41 and 42, Merchants' Exchange,
CALIFORNIA STREET,
SAN FRANCISCO.

References:—
ALLAN MCLANE, Esq., President, Pacific M. S. S. Co., New York.
LOUIS MCLANE, Esq., New York.
JOHN EADIE, Esq., President, United States Life Ins. Co., New York.
Messrs. BARRON & Co., San Francisco.
Messrs. O. ANDLEM, LOW & Co., San Francisco.
TH. A. HARRIS, Esq., Agent, P. M. S. S. Co., Hongkong.
GEO. E. LANE, Esq., Agent, Pacific M. S. S. Co., Yokohama.
GEO. F. BOWMAN, Esq., Agent, Pacific M. S. S. Co., Shanghai. [1y 1337

Auctions.

PUBLIC AUCTION.

GENERAL WEEKLY SALE.

LAMMERT, ATKINSON & Co. will sell by Public Auction,

TO MORROW,
the 2nd November, 1869, at Noon,

At their Auction Sales Rooms, Queen's Road,—
12 Cases TUMBLERS.
200 Boxes Yellow SOAP.
20 Dozen White Cotton UNDERSHIRTS.
25 „ White and Colored Merino UNDERSHIRTS.
60 „ assorted descriptions woollen HALF HOSE.
40 Pieces all wool fancy FLANNELS.
20 „ „ „ UNIONS.
120 Dozen assorted sizes HUCKABUCK TOWELS.
10 „ Crimean SHIRTS.
20 Pieces White DRILLS.
20 „ fine Saxony White FLANNELS.
36 „ Thick White FLANNELS.
30 Boxes LONDON SOAPS.
5 Cases Enfield Rifle CARTRIDGES.
50 Pairs double barrelled PISTOLS.
10 Cases MUSKETS.
100 Boxes CANDLES.
10 Cases Dutch CHEESE.
30 „ SALAD OIL.
5 „ Lost SUGAR.
20 Kegs BUTTER.
50 Cases BEER, each 6 dozen quarts.
25 Cases CHAMPAGNE, pints.
40 Bales CANVAS.
10 Barrels English SPLIT PEAS.
A quantity of GLASSWARE, LAMPS, ABSYNTHE, BITTERS, OLD TOM, SHERRY, PORT, and other GOODS,
&c., &c., &c.

TERMS OF SALE.—Cash on delivery in Mexican Dollars weighed at 7.17.

2061 Hongkong, 1st November, 1869.

PUBLIC AUCTION.

HER Majesty's Vessel *Rifleman*, and the Gunboats *Weasel* and *Bustard*, will be sold by Auction, at the NAVAL YARD, Hongkong, on

THURSDAY,
the 18th November, 1869.

The following are the particulars:—

"Rifleman," 486 *Tons*, 100 *Horse Power*.—She is three-mast schooner rigged (standing Wire Rigging complete), has all her Masts and Yards, one suit of Sails, two Anchors, one hundred and sixty-two fathoms of Chain Cable, Davits, Stanchions, &c. The Boilers (2) are good; but the Engines require repair.

"Weasel," 233 *Tons*, 80 *Horse Power*.—The Engines are in good working order. The Boilers (3) are unfit for high pressure. She has one Anchor, Chain Cable, one Downton's Pump; but no Masts, Yards, or Sails.

"Bustard," 234 *Tons*, 60 *Horse Power*.—Engines are in good working order. The Boilers (3) are considerably worn, but repairable. She has one Anchor, Chain Cable, Awnings, one Downton's Pump, and Fire-earth; but no Masts, Yards, or Sails.

Further particulars can be obtained on application to the undersigned.

ALFRED H. PRICE,
Naval Storekeeper.

NAVAL YARD,
Hongkong, 28th August, 1869. 1653

WANTED

TO purchase a SAILING VESSEL, in good condition, of 350 to 450 tons, ready for sea. Address Capt. A. J. FAVACHE.

tf 1895 Macao, 5th October, 1869.

PORTRAITS.

JUST Published, by the Undersigned, Cabinet Portraits of H.E. Sir R. GRAVES MACDONNELL, C.B., and Admiral the Hon. Sir H. Keppel, K.C.B.

J. THOMSON.

COMMERCIAL BANK BUILDINGS,
Hongkong, 27th October, 1869. [2036

EX P. & O. S. S. "*SALSETTE*."

MASTER Mason's APRONS, in Cases.
Master Mason's JEWELS, in Cases.
MORRIS & Co.,
Wellington Street.

14d 2004 Hongkong, 22nd October, 1869.

FOR SALE.

1045 SILVER and COPPER COINS. On view daily, from 10 A.M. to 1 P.M.

THOS. HUNT & Co.

tf 2008 Hongkong, 25rd October, 1869.

125 PRIME Hamburg Mess BEEF.

At L. PRICKEL & Co.

1m 2018 Hongkong, 25th October, 1869.

FOR SALE.

WIRE ROPE, in the size, 1¼ to 4 inches.

Apply to

EDUARD SCHELLHASS & Co.

tf 1972 Hongkong, 19th October, 1869.

DR. VARNUM D. COLLINS,

HOLDING a Diploma from the Philadelphia Dental College, resumes the practice of his profession at Hongkong. *Office and Residence, 59, Wyndham Street*; but patients visited at their homes if desired. All diseases of the teeth treated, and artificial work inserted on gold, silver, vulcanite and Allen's continuous gum.

tf 1150 Hongkong, 14th June, 1869.

T. E. HAWKINS'S
HORSE REPOSITORY
AND
HORSE SHOEING FORGE,
Duddell Street, Hongkong.

Horses and Ponies carefully Broken to Saddle and Harness.

Horses, Ponies, Harness, and Carriages always on Hand for Sale.

tf 1168 Hongkong, 17th June, 1869.

NOW READY.
IMPERIAL QUARTO.
ENGLISH AND CHINESE DICTIONARY,
PUNTI AND MANDARIN
PRONUNCIATION.

AN ANGLO-CHINESE DICTIONARY, by the Rev. W. LOBSCHEID, published at the *Daily Press* Office, Hongkong.

FOR scope and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

The scope of the work is so great, and its utilitarian purposes so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully, with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW.
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

Intimations.

THE UNION DOCK COMPANY OF HONGKONG AND WHAMPOA, LIMITED.

THE Company call the attention of Ship Owners, Consignees, and Masters of Vessels to their establishments at HONGKONG and WHAMPOA, for the DOCKING and REPAIRS of Vessels of all classes.

At Hongkong the Company have the only Dock in the Harbour,—a granite Dock, solidly built, and of dimensions to admit ships of 350 feet in length, and drawing 22 feet of water.

Attached to it the Company have erected powerful machinery, and are prepared to manufacture and repair marine and stationery Engines, and steam machinery of all kinds; to make and repair Boilers of all sizes, or machinery for sugar crushing and refining, shafting, graving, and every description of factory or mill work.

A commodious Jetty has been completed, alongside of which vessels drawing 18 feet of water can lay at any state of the tide; attached to the Jetty are *sheers* capable of lifting *Fifty Tons*.

The Company have also opened a Ship Yard by the side of the HONGKONG DOCK, and are ready to contract for the construction of Steamers or Sailing Vessels of any size.

At Whampoa, the Company will take Ships at reduced rates.

The Steam Tug *Little Orphan* can be engaged to tow Vessels to sea, or berth them, at reasonable rates.

For Particulars apply to

ROB. S. WALKER,
Secretary

Company's Office, Queen's Road,
Corner of Ice House Lane.

tf 2059 Hongkong, 1st November, 1869.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for

REPAIRING AND SPARRING VESSELS,
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK,

Has 280 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught; it has a

GAWSON GATE AND POWERFUL CENTRIFUGAL STEAM-PUMP.

And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN for STORES, of Vessels under repair.

tf 2317. Amoy, December, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz.: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 18 to 19 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam. The above premises comprise a large Machine Shop, containing a

WITHERWORTH'S 12-INCH SCREW CUTTING GAP LATHE,

DRILLING AND SCREWING MACHINES,

A LARGE SMITHY, *&c., &c., &c.*

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, *&c.*, &c., always on hand. The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to

JOHN C. SKEY,
Superintendent.

The list of Charges for lighting or repairing vessels can be obtained from

Messrs. DE SILVER & Co., Hongkong,
Messrs. LAPE, CRAWFORD & Co., Shanghai.

tf 876 May3

NAGASAKI PATENT SLIP.

THIS SLIP is now available for docking Ships of 1,200 Tons or under, and all work connected therewith, as also, in the SHIP WRIGHTS, JOINERS, BOAT-BUILDERS, SPAR-MAKERS, and general departments is under experienced European Superintendence.

The SLIP has been most substantially constructed, in a perfectly land locked and secure position, and has been pronounced by competent authorities to be equal to any existing works of the same kind.

Charge, for three days' use of the Slip, One Dollar per ton, and all labour, material, &c., supplied on moderate terms. For further information, apply to

GLOVER & Co.,
Managers.

tf 337 Nagasaki, Japan.

FOR SALE, AT YOKOHAMA, JAPAN,

TO IRON FOUNDERS, ENGINEERS, MACHINISTS, SHIP BUILDERS, AND OTHERS.

TAKE NOTICE.—The Trustees of the estate and effects of the late firm of LUCY and Co., of the "Vulcan Foundry," facing the Creek, Yokohama, are prepared to receive tenders and offers up to the end of October, 1869, for the purchase of all the very valuable New Whitworth steam lathe, 34 ft. long, worked by a first rate steam engine of six horse power, with all the newest appliances, gearing, belting, &c. Also, with five other new lathes of different dimentions, ten forges, cupolo complete, also three pattern, one Brass and one Iron casting shops, and a carpenters' shop, a fire-engine, and a great variety and assortment of all sorts of working tools and implements, necessary for carrying on every class of Engineering and Boiler-making work, which is now carried on by experienced workmen; also a large and well assorted stock of short and rod iron, steel, boiler tubes, india rubber hose and packing, &c., &c., together with the lease of all the two large lots of building land, No. 116 and 117, with a new two-storied dwelling house, stabling, and outhouses lately built thereon, also a shed for ship building, and convenient quarters for 300 workmen on the premises.

For full particulars, apply to the undersigned.

FRED. JAMES BARNARD,
Atty. and Counsel, for Messrs. STANG, and SIREE, the said Trustees of LUCY & Co.'s Estate and Effects.

Yokohama, No. 33a, Water Street,
5th October, 1869. [14d 1973

CUTTING & Co.,
SAN FRANCISCO, CALIFORNIA,
Manufacturers of
HERMETICALLY SEALED FRUITS, VEGETABLES, MEATS, FISH, &c.
Also,
PICKLES, PRESERVES, SAUCES, VINEGAR, &c.

☞ We have one of the most extensive manufactories of this kind in the United States, and have a guarantee of the superior quality of our California packed FRUITS and VEGETABLES, in a constantly increasing demand from many of the Eastern Cities.

Office and Salesroom, 204, FRONT STREET, SAN FRANCISCO, CALIFORNIA. 13m 1726

TO BE LET, OR FOR SALE.

A Pleasantly situated Bungalow, with Garden, Coachhouse, and Stable. Situated in the *Calzada de San Francisco*, Macao. Government ground rental of $3 per annum.

Apply to J. J. FRANCIS, Esq., Hongkong, or
J. R. WHITE, Esq., Macao.

tf 509 Macao, 12th March, 1869.

Intimations.

NOTICE.

THE Harbor Master invites the Captains of Ships in Port to join in doing honor to H.R.H. the Duke of Edinburgh, on the occasion of his public landing in this Colony.

It is proposed to form a line of boats, extending from H.M. Ship *Galatea* to Pedder's Wharf.

The undersigned will be glad to receive the names of Captains who will place one or more boats at his service for the above purpose.

Each boat should be provided with a mooring to anchor her by, and a National Flag at her stern.

The Crew should be cleanly dressed, and an officer should be in each.

The Officers so attending will receive instructions from this Department where to place the boats.

As the barge in which H.R.H. is embarked approaches, the Crews should salute with their hats off, holding the oars on end, the looms resting on the bottom of the boat.

As the Duke's procession passes, one of the boats forming the line, the latter will join at the end.

When H.R.H. has landed the boats will be no longer required.

H. G. THOMSETT, R.N.,
Harbor Master, &c.

Harbor Master's Department,
Hongkong, 30th October, 1869. 2053

CANTON INSURANCE OFFICE.

NOTICE is hereby given, that a General MEETING of Shareholders of the CANTON INSURANCE OFFICE, will be held at the Office of the undersigned, in the *Queen's Road*, on TUESDAY, the 9th November, 1869, at 3 P.M.

JARDINE, MATHESON & Co.,
General Agents, Canton Insurance Office.

12d 2045 Hongkong, 29th October, 1869.

EX "JAMES SHEPHERD."

LOCKS, BOLTS and HINGES.
Peak's Racing SADDLES.
Scotch WHISKY.
Walking CANES and CUDGELS.
Pony HARNESS, single and double.
Driving REINS.
PURDONIANS.
CUE TIPS.
Nursery LAMPS.
Osler's Crystal CASALIERS.
UMBRELLAS.
TURPENTINE.
OX TONGUES, from Shirwood & Verner.
Champagne TAPS.
Pen-making MACHINES.
De la Rue's STATIONERY.
Electro Plated CANDLESTICKS.
Dawson's BOOTS.
Cocoa nut MATTING.
SNIDERS for Target Practice.
Crushed SUGAR.
Mitchell's and Perry's PENS.
Table CLOTHS.
Bath SPONGE.
Pocket BOOKS.

LANE, CRAWFORD & Co.

7d 2050 Hongkong, 1st November, 1869.

NOTICE

NEITHER the Consignees nor the Agents of the American ship *Rose* will be responsible for any debts contracted by the crew of the said vessel.

RUSSELL & Co.,
Agents ship *Rose.*

1m 2032 Hongkong, 27th October, 1869.

SPANISH CONSULATE.

TENDERS will be received at this Consulate for the Service of the MAIL STEAMERS between Singapore and Manila.

The conditions can be seen at the Office of this Consulate.

tf 2021 Hongkong, 25th October, 1869.

FOR ILLUMINATING PURPOSES
Magnesium WIRE AND RIBBON.

Ex S.S. "*United Service.*"
Costume CRACKERS.
Rose Water CRACKERS.
Choice French SWEETS.

Prince Alfred's BOUQUET,
inside to special order by ATKINSON.

ATKINSON'S, HENDRIE'S, and PEARS'S PERFUMERY, in great variety.

An assortment of FILTERS,
Perfume diffusing Steam ENGINES.

Just received, per P. M. S. S. *Japan*, two of the FINEST AMERICAN BILLIARD TABLES ever imported into Hongkong, made specially for him by Messrs. STRAHLE and HUGHES, of California, and which are now available for the Public. An inspection or trial is respectfully solicited.

Wines and Spirits of the First Quality.

D. BROWNE, *Proprietor.*

tf 1967 Hongkong, 16th October, 1869.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Aberdeen.

ARNHOLD, KARBERG & Co.

tf 419 Hongkong, January, 1867.

NOTICE OF REMOVAL.

THE UNDERSIGNED have REMOVED their

"AUCTION SALES DEPARTMENT,"

to the premises lately occupied by Messrs. RAY & Co., *Queen's Road Central*. Goods received for Auction Sales will be fully covered by Fire insurance, for which no Extra Charge is made.

STORAGE to be had on very moderate terms.

LAMMERT, ATKINSON & Co.

tf 1421 Hongkong, 24th July, 1869.

FOR SALE OR TO LET.

THAT desirable Residence, No. 17, *Caine Road*, consisting of Dwelling House, with out-houses and stabling for 4 horses attached, lately occupied by the Honble. W. H. RENNIE. The House has been recently redecorated, and is in thorough repair. Apply to

JOHN GERRARD.

tf 1527 Hongkong, 11th August, 1869.

GEORGE GLASSE,
(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY, LONDON, AND 28, PLACE VENDOME, PARIS),
ENGLISH AND FOREIGN CHEMIST,
VICTORIA DISPENSARY,
HONGKONG.
SHIPS' MEDICINE CHESTS SUPPLIED AND REFITTED.

tf 2036. Hongkong, 3rd September, 1867.

NOTICE.

THE Undersigned are now prepared to Land and Store Goods on the premises lately occupied by them as a Store.

THOS. HUNT & Co.

tf 1528 Hongkong, 11th August, 1869.

Intimations.

BALL TO H.R.H. THE DUKE OF EDINBURGH.

NOTICE.

THE BALL to be given in honor of the Arrival of His ROYAL HIGHNESS THE DUKE OF EDINBURGH, will take place on the Evening of THURSDAY NEXT, the 4th inst.

By order of the Committee,
N. B. DENNYS,
Hon Secretary.

4d 2064 Hongkong, 1st October, 1869.

FOR SHANGHAI.

THE Departure of the Steamer

"SUWONADA,"

is POSTPONED until 5 o'clock A.M. TO-MORROW, at which time passengers must be on board.

AUGUSTINE HEARD & Co.

2056 Hongkong, 1st November, 1869.

STEAM TO
SWATOW, AMOY, AND FOOCHOW.

DEATH.

At Hongkong, suddenly, on the 31st October, of disease of the heart, Mr. ALEXANDER CRUICKSHANK, blacksmith.

The Daily Press

HONGKONG, NOVEMBER 1st, 1869.

It was not without feelings of considerable emotion that the Community of Hongkong were made acquainted by the booming of the guns at eight o'clock yesterday morning, that the long expected Royal visitor had reached this Colony. The event is one that will form a notable incident not only in the local history of this place, but also in the history of the world. Never before has a Royal Prince visited lands so remote from the centres of civilization, and probably never has a representative of Royalty been received with more enthusiasm. A feeling of loyalty is one which is most deeply implanted in the character of Englishmen, and it is probably this which causes them to succeed better than any other nation in the establishment of Colonies abroad. An Englishman respects his authorities because he respects himself, and he is proud on all occasions to show his affection and regard for his Sovereign. Even in the little Colony of Hongkong, whenever occasion has offered, the Residents have not failed to show themselves thoroughly English in this respect. Many of those, whose lot it has been to be separated for a long time from their country, have watched with feelings almost of personal affection the noble bearing of their QUEEN, under the severest affliction that can happen in this world. But their regard has been more invoked even than by this event, by having had the privilege, in the charming book which Her Majesty caused to be published, concerning her private life in the Highlands, of seeing the QUEEN in the simple character of a refined and highly cultured gentlewoman, and of knowing something of her everyday thoughts on everyday matters. In publishing this work, the QUEEN showed that she well knew her people; and judged rightly that their respect for Royalty would not be diminished, but increased, by allowing them to see their Sovereign, not decked with jewels of a crown, and surrounded by the splendour of a Court, but wearing those brighter jewels of the heart and mind that add lustre to Royalty itself, and wandering amidst those grand and beautiful scenes of nature which throw into the shade the glitter of all that human art and ingenuity can devise. No one can have read without deep feelings the simple narrative of those pages, where the QUEEN, wielding a sceptre over an Empire on which the sun never sets, shows that, while she possesses a mind to command the respect of millions, she has also a heart which can sympathise with the joys and sorrows of her humblest subject.

In a similar way, the Duke of EDINBURGH, by his courteous and frank bearing, has endeared himself personally to Her Majesty's subjects in all parts of the World, and has increased their feeling of loyalty, and respect to the QUEEN, whom, in his official capacity, he has represented; and this feeling has been shared no less by foreigners than by Englishmen in the various places which he has visited. In Hongkong, people of every nationality—English, American, German, French, Natives of India, all, in fact, even to the strange Celestials, whose minds and thoughts are a hidden mystery to Europeans, have joined in making preparations to do honour to the Son of the QUEEN of ENGLAND, whose welcome to this Colony it is certain will be marked on all sides by loyal enthusiasm and affectionate respect.

A piracy has occurred just outside the Lyeemoon pass, a small Chinese craft having been gutted, it is presumed by a snake boat.

Two hundred Lukongs have been temporarily added to the Police Force, in view of the approaching festivities consequent on the arrival of the Duke of Edinburgh.

Much credit is due to the Superintendent of the Fire Brigade for the precautions which have been arranged against the possibility of the night of the illuminations. The large engine is under a tent on the Praya, and steam will be kept up during the whole night.

The necessity for hurrying forward all local news, in view of the anticipated arrival of the Duke of Edinburgh, prevented the publication of the Reports of the dinner to Admiral Keppel on Saturday without the usual introductory notices with reference to decorations, the distinguished guests present, &c., &c.; while, from pressure of time, the last portion had to be unavoidably cut off. The Report is given in full in another column under the news for the present mail, and the later speeches are reported in detail.

The *Gazette* of Saturday contains an announcement concerning the International Industrial Exhibition of 1871, and inviting specimens, &c., from the Colonies. It is stated that can be exhibited on a vertical surface or wall space will be accepted, if accompanied by a certificate from the Government of the colony where they are produced, that they are considered worthy of exhibition. The time for receiving each class will be announced in due course.

PROGRAMME OF PROCEEDINGS IN CONNECTION WITH THE ARRIVAL OF H.R.H. THE DUKE OF EDINBURGH.

MONDAY, 1st NOVEMBER.—Illuminations. Fireworks to commence at 8 P.M.

TUESDAY, 2ND NOVEMBER.—Public Landing of His Royal Highness at Pedder's Wharf at 11 A.M.

Opening of the City Hall at 11.15 A.M.

Private Entree to the Levee at 11.30 A.M.

General Levee at 11.45 A.M.; after which addresses will be presented in the following order:—The Hongkong Community. The Parsee Community. The Chinese Community. The Chinese Scholars. The City Hall Committee.

In the evening, Reception by Lady MacDonnell at Government House.

WEDNESDAY, Nov 3rd.—Amateur Theatricals.

THURSDAY, Nov 4th.—Ball at the City Hall.

N.B.—We understand that it is expected that *only* evening costume will be worn at the Levee by gentlemen not entitled to wear uniform.

ARRIVAL OF H.R.H. THE DUKE OF EDINBURGH.

No little sensation was created early yesterday morning by the news which spread round the town with remarkable rapidity, that H.M.S. *Galatea* was entering the Harbour. Shortly before seven o'clock she was descried turning from the Lyeemoon Pass *into the Hongkong waters*, and rapidly steaming towards the man of war anchorage, which, slackening her speed, she approached slowly and majestically and was brought up with the running moor by 7 o'clock. Precisely at 8 A.M. the *Galatea* saluted the flag at Admiral Kellett, and the salute was returned by the *Princess Charlotte*, on board of which his flag flies. Simultaneously the vessels in the harbour, although upon such short notice, "dressed ship," the foreign vessels displaying a British ensign at the main or fore, presenting a very gay appearance, more especially the barque *Sultan*, of Hongkong, which was dressed man-of-war fashion. Many of the houses in the town were also decked with colors. A large number of Chinese, who had heard the news, had already congregated along the whole length of the Praya; and, early as the hour was, a number of Europeans had also turned out to gaze upon the long expected Royal vessel. A very pleasing effect was produced on going down from the Clock Tower to Pedder's Wharf; the *Galatea* lying in such a position that the Triumphal Arch, erected in honour of H.R.H., formed a complete frame, in which she was seen as in a picture. And a fine picture beyond question it was. As she lay there in the blue waters and the bright morning sun shining, she presented a beautiful appearance, illustrating the truth, true in mind as in other architecture, that the highest beauty is generally that which is combined with the greatest utility; and having the peculiarity which is one of the best tests of true symmetry in a ship, that, by the harmony of her lines, her size is rendered less conspicuous. The *Galatea*, even to a non-professional eye, present a gracefulness of line that is very striking, while looked at in a professional point of view, as a man-of-war, she is equally worthy of admiration. The impression that this magnificent frigate leaves on the eye is that of power; her outer line is bold, yet fine; she moves as if with rapid but firmly planted steps. The *Galatea* was built at Sheerness in 1859, is fitted with Penn's horizontal trunk engines, of 800 horse power, and moved by a Griffith screw. She stows 745 tons of coal, and spreads 3,400 yards of canvas. Her battery is as follows:—On her main deck there are eighteen 10-inch guns, and four rifled guns, 7-inches in the muzzle, of 64 tons each; on the upper deck there are four 64-pounders, and a light field piece for shore exercise. In her broadside she delivers a half ton of iron. When freighted for a three months' cruize, she carries her main deck port sill amidships, 10 feet 6 inches above the water line. Under steam her speed has mounted to 15 knots. While under canvas it has passed 15. As a sea boat she is perfect, the hurricane on her last voyage, when off St. Paul's, afforded an opportunity of judging on this score.

The *etat major* is given below, the complement of her crew is 630, divided as follows: officers 46, petty officers 65, seamen 405, boys 46, and marines 68. Neat and clean, the eye rests gratified both within board and without, there is nothing merely ornamental or meretricious about her fittings; the devices in which *material* is arranged display the golden rule of high class economy, "a place for every thing, every thing in its place." Judging from the *tout ensemble*, that a stroll round her decks afforded, the crew appear to be round men in round holes, and one feature most remarkable, is the clear bright look worn by all, fore and aft, perhaps best explained by the number of men seen at an impromptu reading room on the port side of the main deck. That the discipline is taut, but not rigid, is seen at a glance. In short, the *Galatea* is worthy of the British Navy and her Commander, while the officers and crew are worthy of her.

Captain, His Royal Highness Alfred Ernest Albert, Duke of Edinburgh, K.G., K.T.; Commander, Edward S. Adeane; Lieuts., George B. Bennett, Wallace B. McHardy, Francis Romilly, Adolphus A. F. FitzGeorge, John W. Ramsay; Additional, Lord Charles W. D. Beresford; Nav. Lieut., William H. Bradley; Captain Mar. Robert F. Taylor; Lieut. Mar. Art., Francis H. Poore; Chaplain and Nav. Instr., Rev. John Milner, B.A.; Staff Surgeon, James Young, M.D.; Surgeon, William I. Powell (Additional in lieu of Assistant Surgeon); Paymaster, Thomas Bembridge; Chief Engineer, John Sear; Sub-Lieuts., John S. Hallifax, George R. C. Eyres, Edward J. Fellowes, Guy Mainwaring; Supernumerary, Charles Campbell, Alvin O. Corry (Act), Nav Sub-Lieut., James R. Veitch; Assistant-Surgeon, William H. Symes; Assist. Paym., Charles S. James, Edmund H. Roy, William O. Greenslade. In addition to the foregoing, the *Galatea* has on board the Hon. C. B. Yorke and Lieut. Haig, Equerries to H.R.H., and Mr. Cheydler, artist.

H.R.H. Prince Alfred landed at 1 p.m. yesterday, attended by his suite and dined with His Excellency Sir Richard MacDonnell, with whom he dined in the evening. To-day he purports devoting to the land canvas, as the *Galatea* is to be refitted while in this place.

POLICE INTELLIGENCE.

October 30th.

BEFORE D. MAY, ESQ.

UNLAWFUL POSSESSION.

Tung-a-tak, of Namhoi, a fishmonger, upon the information of Police Sergeant G. Orley, was found guilty of having unlawful possession of a piece of rope and a copper block of the value, the property of the Crown in the Naval Depot, having reasonable cause to believe the same to have been stolen, and was fined $10, or in default one month's imprisonment.

STEALING A BLANKET.

Loo-a-hin, of Sampoa, a hawker, was found guilty of having stolen a red blanket from off the bed of Wing-put-kee, who is a coppersmith residing on the opposite side of the street, on hearing a noise, he looked up and saw defendant in the act of running and the complainant set off in pursuit and arrested him. Sentenced to two months' imprisonment with hard labour.

STEALING SHOES.

Loo-kum stated that on comparadore of the Chinese Theatre, 6 P.M. of the 29th inst. found him in bed, under the protection of his mosquito net, and from that retreat he observed the defendant, Tang-a-yow, of Hongkong, a hawker, who was quite unknown to him, take from underneath his bed a pair of shoes which he had placed there, when he immediately jumped up and seized the defendant, before he could drop them, which he then did immediately. The shoes are those now produced. Ah-ping, Lo-a-hoon, the manager of the present theatrical exhibition, stated that he has present in the theatre, and saw defendant stoop down and take the pair of shoes from under the bed of the last witness; further, when defendant threw them down on being seized, this witness deposed that he immediately took them up and handed them to the Police. The defence to this charge was as follows:—Defendant was in the theatre, and passed near to the cook house where he was very dizzy; fell against the cook's fire, and his foot, and some person pushed against him, when complainant thought it was he, and so they had a quarrel, and this he was charged. Sentenced to two months' imprisonment with hard labour.

SHANGHAI.

The papers brought down from the above port by the mail steamer are full of the festivities connected with the visit of H.R.H. the Duke of Edinburgh. On the 24th there was a steeple chase and athletic sports, which the Prince honoured with his attendance, and in the course of that day a match at Bowls was played at the Senior Bowling Alley, between eight Naval officers, in which H.R.H. the Duke of Edinburgh took part, and eight of the senior club, and which resulted in a victory for the latter. Lord Scott made highest on the Naval side, viz., 695 in four games, and Mr. P. Maclean, on the club side, 748, which is a very high score indeed. The result therefore is not to be wondered at, and considering the very little practice those who played on the Naval side can have had, their play was remarkably good.

The 25th, the last day of the Prince's stay, was of course the Gala Day *par excellence*. The *Shanghai Recorder* has the following description:—

Last night Shanghai presented a gayer appearance that it has ever before worn within the memory of the oldest inhabitant. From the Astor House to Kin Lee Yuen was one blaze of lanterns and gaugels, and many of the vessels in harbour were decorated with lanterns and blue lights. But more conspicuous than all was "Reynolds's Folly," which was covered with lanterns from top to bottom, and with the word "welcome" at the base of the tower, presented a really effective appearance. The only gas illumination on the English bund was a star in front of club, which shone with a bright effulgence, and served to light up the entrance. The most tasteful was unquestionably the Custom House, the transparency of the top of the second tier of building being particularly effective. It was, we understand, the work of Mr. Grain, whose decoration of the jetty has been so much admired. The row of lanterns round each of the wings, just under roof, also presented a very fine appearance. The flag staffs were very ingeniously turned to account, those belonging to the P. & O. S. N. Co., and the Swedish Consulate showing two immense A's. Among the most pleasing sights was Messrs. Dent & Co's compound, which called to recollection Cremorne and Old Vauxhall, with the lanterns hung from the trees all over the grounds. If we except the British Consulate, every house on the bund was illuminated more or less, even the new building opposite for the Oriental Bank displayed its rows of lanterns. These, however, were all excelled by the house of Mr. Saunders, the Photographer, which was shown off by two bright blue lights, and from the English bund looked very conspicuous.

The French bund, as on the occasion of the last Fete Napoleon, was lit by gas, but while it presented a very much brighter and more gay appearance, there was a certain feeling of sameness about it. One house on the French bund and the final visits of his friends and relatives did not appear to have impressed his mind with a sense of his degraded position. In answer to some questions addressed to him through an interpreter, he replied that he felt no sorrow whatever for having killed a fellow being, and stated that an uncle of his had been beaten to death at sea—a statement which, on the prisoner being pressed, amounted to nothing more than that a relation of the prisoner's had gone to sea and had not returned. He admitted that, on the occasion of the murder, he had been drinking, but denied that he had taken any great quantity. On being again impressed with the awfulness of his situation and urged to express some contrition for the deed which he had committed or to state any circumstance of provocation which might seem to mitigate its gravity he merely said that he might have been beaten to death, and thrown overboard, when no one would have known anything of the matter.

FOOCHOW.

(Correspondent of North China Daily News.)

Some time since, the Missionaries commenced with vigor their trips in the country. One has been away for nearly a fortnight, on a visit to the country nearly half the way to Amoy, near the sea coast; and two others have returned about half past nine, and at once opened the ball with Mrs. Medhurst. At the supper, after the toast of the Queen, Mr. Medhurst proposed the health of the Royal Family, coupled with the name of H.R.H. the Duke of Edinburgh, to which the Prince responded in a very appropriate speech. He alluded to the musical talent which he had found so conspicuous in Shanghai, and then asked that "this, he was sure, was one of the reasons for the good fellowship for which the Shanghai community appeared to be pre-eminent." When the toast was proposed, the song of "For he is a jolly good fellow" was sung by the company, and the cheering actually shook the room. H.R.H. wound up his speech by proposing prosperity to Shanghai. The toast of the Ladies, proposed by Mr. Consul Medhurst, was, as the youngest man of the company did not come forward, responded to by Mr. Commissioner Parker in a very facetious manner. The song, "Here's a health to all good lasses" being sung with great spirit, although it unfortunately broke down at the second verse, much to the amusement of the ladies. H.R.H. was attended by his Highland piper.

Before leaving, the Prince courteously invited the ladies and the gentlemen who had assisted in providing the amusements for him, to accompany him in the steamer *Moyune*, which had been placed at his disposal, to Wusung, where the *Galatea* lay.

COMMERCIAL INTELLIGENCE.

MONDAY MORNING.

The drug market has remained quiet during the last two days. The following are the ruling prices:—New Patna, $520 nett, $5224 on credit. Benares, $490 to $492½ little doing; Malwa, $640 to $645 little doing.

SHARES.

Hongkong Bank Shares, Old... 23 prem.
Ditto ... New... 14 prem.
H'kong & W'poa Dock.....15 to 16 dis.
H'kong C'ton & Macao Steam Boat Shares.....19 prem.
China Traders' Insurance Company's Shares.....$950 prem.
Hongkong Fire Insurance Company's Shares.....$125 pr. pm.
Union Dock Shares.....50 dis.
Hongkong Hotel Shares.....50 to 60.

EXCHANGE.

ON LONDON.
Bank Bills, at 6 months' sight, 4/6 to 4/6½
Credits, at 6 months' sight.....4/6½ to 4/6¾
Documentary Bills, at 6 months' sight.....4/6½ to 4/6¾
Bank Bills on demand.....4/4

ON SHANGHAI.
Bank, 3 days' sight.....7%
Private, 30 days' sight.....7½

ON CALCUTTA.—Bank, 3 days' sight 225/6

BOMBAY.—Bank, 3 days' sight 235/6

SALES ON OCTOBER 30TH, 1869.

As reported by Chinese.

Vermicelli, 120 bags, at $7.40, by Fook-wing-loong to travelling merchant.

Red Dates, 50 piculs, at Tls. 2.0.0., by Fook-wing-loong to travelling merchant.

Wheat Flour, 500bs., 300 bags, at $1.75, by Fook-wing-loong to travelling merchant.

Lotus Nuts, 40 piculs, at $8.60, by Fook-wing-loong to travelling merchant.

Halwats, 35 piculs, at $6.30, by Tak-mi to Canton merchant.

Fungus, 18 bags, at $20.20, by Wo-lee-yue to travelling merchant.

Black Beans, 300 piculs, at $2.05, by Hop-hing to Tung-wa-hang merchant.

Yellow Beans, 500 piculs, at $1.69, by Hop-hing to Tung-wa-hang merchant.

Calcutta Cotton, 64 bales, at $20.05, by Parsee merchant to Man-hing.

Calcutta Cotton, 90 bales, at $21.00, by Parsee merchant to Kin-man.

Calcutta Cotton, 100 bales, at $21.00, by Parsee merchant to Mau-hing.

Calcutta Cotton, 125 bales, at $22.00, by Parsee merchant to Wun-chong-wing.

Calcutta Cotton, 100 bales, at $20.25, by Parsee merchant to Yuet-wo-loong.

NEWS FOR THE ENGLISH MAIL.

HONGKONG.

The Community of Hongkong during the past fortnight may be best described as having been a state of *pauls post futurum*, the events that have taken place, which are very few, having been less thought of than the great event in anticipation, namely, the arrival of H.R.H. the Duke of Edinburgh. Yesterday morning at seven o'clock, the *Galatea* entered the Harbour, and so soon as the departure of the mail permits, a round of festivities in honour of the occasion will commence. The town will be extensively illuminated; a ball is to be given at the City Hall and other amusements usual on such an occasion will take place.

A dinner given to Admiral Keppel on the 29th instant, at the Banqueting Hall of the Freemason's Lodge, was very largely attended, and went off most enthusiastically. There has probably never been before to striking a demonstration of public feeling in Hongkong. Not only the largeness of the attendance, but also their enthusiasm was unparalleled upon any like occasion in China; and it may be taken as a most significant demonstration notwithstanding well-merited popularity of the new Admiral, but also of the feeling entertained with regard to the policy which he represents, and has so ably maintained. The *Daily Press* commenting upon it says that the sentiments given utterance to will meet a response in the hearts of all those who are acquainted with the career of this veteran sailor in these parts. As observed by Mr. Pollard, in his magnificent oration, he has not only displayed the qualities of a great sailor, but he has also in the course of his lengthened and eventful career, shown himself possessed of the high qualifications of the head and heart, the coolness of judgment, the upright tness of design which in the troublous days of early intercourse with this nation were essentials in the Naval Officers placed in command; and which it will be a fatal error for the Government to imagine can be dispensed with even in the present day. Sir Henry Keppel undoubtedly deserves the credit of having proved himself beyond a question a man thoroughly capable of performing the duties, and having never flinched from doing so. The Admiral in returning thanks for his health, expressed his opinion that Western nations were beginning to perceive that their interests in these parts were not to be furthered by "conciliation, concessions and apologies;" and the Hon. W. Keswick, who occupied the chair, expressed his belief that the mistaken policy adopted by the Home Government had now nearly worked itself out.

There has been some discussion concerning the necessity of altering the nature of the Recaptain General's office, by placing at the head of it a thoroughly efficient Interpreter, adequately remunerated, with a proper staff under him, whose duties should be strictly confined to interpreting. Considerable complaint has been from time to time made that the gentlemen sent out as interpreters have been appointed to other offices.

An execution took place on the 25th October of Lam-a-yee, 21 years of age, a native of Hainan, who was found guilty at the Special Criminal Sessions held the early part of this month, of the murder of Mr. Carleton, mate of the British barque *Nile*. The same indifference and stolid bearing which he exhibited at his trial were kept up to the last, and the final visits of his friends and relatives did not appear to have impressed his mind with a sense of his degraded position. In answer to some questions addressed to him through an interpreter, he replied that he felt no sorrow whatever for having killed a fellow being, and stated that an uncle of his had been beaten to death at sea—a statement which, on the prisoner being pressed, amounted to nothing more than that a relation of the prisoner's had gone to sea and had not returned. He admitted that, on the occasion of the murder, he had been drinking, but denied that he had taken any great quantity. On being again impressed with the awfulness of his situation and urged to express some contrition for the deed which he had committed or to state any circumstance of provocation which might seem to mitigate its gravity he merely said that he might have been beaten to death, and thrown overboard, when no one would have known anything of the matter.

FOOCHOW.

(Correspondent of North China Daily News.)

Some time since, the Missionaries commenced with vigor their trips in the country. One has been away for nearly a fortnight, on a visit to the country nearly half the way to Amoy, near the sea coast; and two others have returned about half past nine, and at once opened the ball with Mrs. Medhurst. At the supper, after the toast of the Queen, Mr. Medhurst proposed the health of the Royal Family, coupled with the name of H.R.H. the Duke of Edinburgh, to which the Prince responded in a very appropriate speech. He alluded to the musical talent which he had found so conspicuous in Shanghai, and then asked that "this, he was sure, was one of the reasons for the good fellowship for which the Shanghai community appeared to be pre-eminent." When the toast was proposed, the song of "For he is a jolly good fellow" was sung by the company, and the cheering actually shook the room. H.R.H. wound up his speech by proposing prosperity to Shanghai. The toast of the Ladies, proposed by Mr. Consul Medhurst, was, as the youngest man of the company did not come forward, responded to by Mr. Commissioner Parker in a very facetious manner the song, "Here's a health to all good lasses" being sung with great spirit, although it unfortunately broke down at the second verse, much to the amusement of the ladies. H.R.H. was attended by his Highland piper.

Before leaving, the Prince courteously invited the ladies and the gentlemen who had assisted in providing the amusements for him, to accompany him in the steamer *Moyune*, which had been placed at his disposal, to Wusung, where the *Galatea* lay.

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THE DUKE OF EDINBURGH IN SHANGHAI.

(From a Correspondent.)

Shanghai, October 3rd, 1869.

There is always a strange sensation when an event, to which everybody has been long looking forward, at last comes off. The feeling entertained in anticipation is that something very unexpected and prodigious must take place. When the event actually occurs, it usually goes off in the most natural manner in the world, so that people begin to be surprised what it was they were in such a state of excitement about before. Something of this kind was experienced in the Model Settlement on the arrival of the Duke of Edinburgh. His having arrived in the manner of places before, in precisely the same way that it was certain in the ordinary course of human events, he would arrive here, did not in any wise diminish the public curiosity as to the event. When, however, he actually came, the whole affair did not seem so overpowering as was expected. He was brought up from Woosung in the *Moyune* yesterday, and landed at the Custom House about half past three o'clock, the usual salute, &c., being fired. The *Shanghai Recorder* of this date, contains the following notice of the landing, which conveys a fair idea of what took place:—

Yesterday was held as a complete holiday, and from an early hour in the forenoon the crowd gradually increased, until at 1 & 2 o'clock, when the number of Chinese was greater than we remember ever seeing before. Almost every vessel in harbour was gaily decorated, and even from the summit of the Pootung tower several flags were flying. About one o'clock, two guns were fired, announcing that the *Moyune* with H.R.H. on board had left the *Galatea*. At about three o'clock she came in sight below the shipping, and soon after passed the Custom House, when the gun of the *Zebra* manned the yards, and gave a hearty cheer. As she passed up a royal salute was fired by a battery erected by Mr. Reynolds on his wharf at Pootung. As it was flood tide the *Moyune* had to proceed as far as the M. I. buoy before she could turn, and as she had past there she moored at the Customs' jetty, which was covered in and very tastefully decorated with evergreens and the flags of all nations, the work, we believe, of Mr. Gram, of the Customs' Service, to whom it reflects the greatest credit. On the pontoon and along the jetty many of the more prominent residents were assembled, including a large number of the fair sex. H.R.H. at once landed, and was received with sounds of hearty cheering. He and Mrs. Medhurst, H.M. Consul, then stepped into a carriage which was in waiting and drove off to the British Consulate, where the addresses from the British and Cosmopolitan communities were presented. After a short stay there the Prince visited the Regatta, and was in time to see the latter race. In the evening he was entertained at dinner at H.M. Consulate, and afterwards honoured the Amateur Performance at the Lyceum with his presence.

He came up to the Regatta just too late, however, to witness the most interesting event of that day, namely, the International four-oared Race between American, English, Scotch, and German crews; which was won by the "starboard stripes," the English boat being second. The Duke witnessed the Griffins, Race, rather a mild affair, and then went away for a drive, afterwards visiting the senior Bowling Alley.

His reception has certainly been of the most enthusiastic kind. As he landed, he was vociferously cheered, and the same token of enthusiasm was given after the conclusion of "God Save the Queen" at the end of the performance at the Lyceum. His name is and deservedly fully held in the high opinions that have been formed with respect to his geniality and courtesy, and the only hope is that the community will not completely bore him to death; as, from all accounts, he would prefer as much as possible to be allowed to go his own way and indulge his "rude on shore," in the same easy-going manner that officers in the navy delight to indulge in; of course an address, or rather two addresses, were presented on his landing. One from the British Community and the other from the "Cosmopolitan community." They are of the usual formal nature, but as they will probably be special interest in Hongkong at the present moment, I subjoin them:—

The British Address.

TO HIS ROYAL HIGHNESS ALFRED ERNEST ALBERT, DUKE OF EDINBURGH, K.G., K.T., &c., &c., &c.

May it Please Your Royal Highness.—It is a satisfactory and grateful duty which devolves upon Her Majesty's subjects at this Port, to take their share in welcoming Your Royal Highness.

Hitherto your voyages have taken you for the most part to the Colonial possessions of the British Empire, where warm expressions of loyalty and affection have in every instance proved how deep-seated is the attachment of the dependencies of Great Britain to the Crown and Government. Although we reside under other institutions, Your Royal Highness will find that even in this remote and alien country there are not wanting hearts loyal to Your Illustrious House, and sincerely rejoice to have an opportunity of testifying their devoted sentiments.

There is one name which binds the sons of Great Britain together wherever their lots may be cast, and that is the name of Her Most Gracious Majesty.

Her public and private virtues have united to endear Her to the citizens of all nations, and it is a source of perpetual pleasure to the millions over whom she rules, to feel that they possess a barrier in death, and thrown overboard, when no one would have known anything of the matter.

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rien, and whether he noted well was no matter for mere assertion: there were two tests; first, had his actions been well received at the hands of those to whom he was responsible; secondly, had they been acceptable to those out here? With regard to the first question—

A Voice.—No!

Mr. POLLARD, emphatically.—Yes!—upon undoubted fact. Three different administrations selected him on three different occasions to take a command in China, and a fourth, not the present administration, appointed him to undertake the graver responsibilities of commander-in-chief on the China station. (Cheers) Facts out-weighed anything which has recently occurred. As to the second question, Yokohama, Shanghai, and this present assembly, which was the greatest which ever took place here to do honour to any living soul, (prolonged cheering) testified to the opinion of Admiral Keppel unanimously held in these parts. Although there had been different views as to China policy, there had never been but one opinion with regard to Admiral Keppel, and that was this, that in addition to his social qualities which endeared him personally, everybody felt that, while Admiral Keppel was here, there was a man on the spot who, so far as in him lay, would never allow British interests to be jeopardized, or permit any fear of responsibility to cause him to shrink from action where he thought it necessary. (Cheers). The speaker had had the honour of knowing him for over twenty years. All believed that he not only possessed the qualities of a brave Admiral, but had also the coolness of head to plan, and warmness of heart to carry out, all measures requisite for the preservation of British interests. These sentiments had been echoed by the profession to which the speaker belonged for more than twenty years, and he esteemed it a privilege that the toast should have been proposed, and to have responded in the opportunity of once more echoing them said on such an occasion.—(Loud and prolonged cheers.)

The Hon. F. B. TAYLOR rose to propose the health of the Foreign Consuls. He was sure that Sir Henry Keppel would be glad to see the Consuls of other States present at the banquet; as a testimony that they appreciated his conduct, and the manner he had acted in furtherance of the common interests of all foreigners in China. In Hongkong, the duties of the Consuls were comparatively small, though even here they were no sinecures, but at the Treaty ports, they were difficult, and often involved momentous issues. There was no doubt a want of harmony between Her Majesty's Government and the Consuls at the Treaty ports. In their endeavours to obtain the observance of Treaty obligations they had experienced much vexation and annoyance from the Chinese, and what was more discouraging than all, they had been unsupported by their own Government. It was but necessary to recall recent events to show how much this was the case. With regard to Tongchow, Mr. Meiburat was censured; regarding Foochow, Mr. Sinclair; Swatow, Mr. Alabaster; and, lastly, with respect to the difficulties at Formosa, Mr. Gibson had been most unjustifiably reprimanded and removed. With the Consuls it rested in kong." He must own that he felt so much at home here, that doling so was almost like proposing a toast in, which he was included; while as everybody the onged to the Community, the company in drinking it would be, in a measure, drinking their own healths. But he was sure the toast would be acceptable, when he associated it with the name of the Hon. Mr. Gibb (loud cheers). Before taking leave, the gallant Admiral desired to say a word with respect to his successor, than whom a kinder hearted, better man, or more gallant fellow, never lived.

The Hon. Mr. GIBB, who was received with great cheering, said that he considered the toast proposed by the Admiral was meant not for himself individually (yes! yes!), but for the givers of the entertainment, and he was proud to be due among those who were instrumental in getting it up. Not only our own countrymen but all were glad to do honour to our gallant guest. When he first put foot in China, sixteen years ago, Admiral Keppel's name was then as familiar as now. The house which the speaker now represented, had started almost with Hongkong, and Admiral Keppel's name had been handed down to him as one which he ought to respect, and he had never had reason to regret that such a statement had been made to him. In all his actions, he had gained credit, and had been deservedly decorated with a K.C.B. for his gallant conduct in the Patshan Creek, shortly after which he was placed in command of the station at Hongkong. What he had done recently, the speaker thought was approved of by all those who had taken the trouble to inform themselves of the matters in the Yangchow, the Formosa, the Swatow affairs, he was considered to have taken the right steps, whether they were approved of at home or not. (Cheers.) The Admiral had kindly referred to his successor. All felt that they would be well protected under such a man as Admiral Kellett. The Admiral being about to leave, there were others besides himself that we had to think of. Lady Keppel was amongst us (loud and prolonged cheers.) All thoroughly appreciated her good qualities; and besides Lady Keppel, there was one who, if he might be permitted to use the term, was a "chip of the old block," who would go away. Although before the time we should all be away from China, might we not hope that Collin Keppel would follow in the footsteps of his father, and so ably represent the British nation, as the great officer whose name he bears? (Cheers.) Mr. Gibb concluded by proposing the health of Lady Keppel, and long life to Collin.

Sir HENRY KEPPEL said the toast was one of those tender toasts which he felt with his whole heart; he could only sincerely thank Mr. Gibb for it.

H. E. the GOVERNOR said he rose to propose a toast, which he was sure the company would not separate without giving, and which he proposed with very great pleasure. Before coming to it, he was glad to endorse the compliment the Admiral had paid to Mr. Gibb, who was second to no man in the Colony. What the Admiral said might have been better finished, if he had mentioned that so renowned was the House which Mr. Gibb represented for its hospitality to the navy, that it had been called the Sailors' Home. At that house naval officers were always welcomed and made happy. There were so many things he would like to say that he hardly knew which to refer to first. The entertainment was certainly the best of the kind ever got up. It would not, perhaps be very surprising if even the Governor at so late an hour, should be a little confused, or if, even Mr. George Heard, than whom a more excellent fellow did not exist, should have surprised him not a little by getting up when the United States Navy was proposed as an officer in that service, though perhaps it was appropriate, when it was borne in mind that he was the owner of the "Loiterer". The Admiral had given a kind tribute of praise to his successor, and it was to be hoped it would be considered no detriment when it was stated that Admiral Kellett was an Irish gentleman, who had been long connected with the place, and had given his name to Kellett's Island and Kellett's Bank, a rival of the Computoir in notoriety, however, the speaker would not name his property. But to return to the toast, which was that of our worthy Chairman, it was very well to meet there and enjoy the pleasures of the entertainment, but it was not to be forgotten that there had been a great deal of trouble in getting it up. As to the speaker's being an expression of opinion of the Hongkong Community, no better Chairman could have been chosen than the head partner in Jardine, Matheson & Co., who had been associated with China from our first relations with it, and who were renowned for numberless benevolent and munificent acts. If, before long, we expected to receive a royal guest in a suitable building, it was due to Messrs. Jardine that we were able to do so. (Cheers.) The Chairman was a representative of that house, and no one could doubt that he had the welfare of the Colony completely at heart.

The toast was received with enthusiasm; and, the CHAIRMAN then replied. He said he had great difficulty to find words properly to express thanks for the manner in which his health had been proposed by the Governor. Allusion had been made to the banquet, but the chief thanks for this were due to Mr. LEMANN, who had spared no pains in carrying out what he had with propriety called a labour of love. (Cheers.)

Admiral Keppel shortly after this left, amidst great demonstrations on the part of the company, who broke up about half-past twelve.

TRANSIT DUES.

The following important Memorandum upon Transit Dues, for the consideration of the Shanghai Chamber of Commerce, appears in the *N. C. Daily News*.

In a consideration of the bearing of Article 28 of the Treaty of Tientsin upon the question of transit dues, it is quite impossible to overlook the terms of Article 10 of the Treaty of Nanking, and the subsequent discussions between the Chinese authorities and the Consuls at the Treaty Ports, regarding internal exactions upon foreign trade. The text of Article 10 of the Treaty of Nanking declares that the Emperor further engages that, when British merchandize shall have once paid, at any of the ports, the regulated Customs and dues agreeably to the Tariff to be hereafter fixed, such merchandize may be conveyed by Chinese merchants to any province or city in the interior of the Empire of China on paying a further amount as transit dues, which shall not exceed per cent. on the tariff value of such goods."

If language can be said to be capable of any definite meaning, the terms of this clause apply to British merchandize, as such without reference to its immediate ownership, and no other supposition than that it was foreign trade generally, and not the individual foreign merchant particularly, which was intended to be protected, is reconcilable with the remonstrances which, from time to time were directed by H.M. Consuls to the Chinese authorities on the subject of transit dues, and the negotiations regarding them which took place between the signatories of the Treaty of Nanking and the proposed settlement of the question by Art. 28 of the Treaty of Tientsin.

In point of fact, as neither imports nor exports, previously to the Treaty of Tientsin, with very few exceptions, were sent into or received from the interior on foreign account, the remonstrances of the Consuls must have been directed against the exactions on articles of merchandize; the subject of foreign trade while in Chinese hands, the principle of the general freedom of that trade from arbitrary local imposts being as indisputable a deduction from the text of the Treaty as it is consonant with justice and good policy. The British Government undoubtedly had in view the advancement of the British trade, which it desired to free from irregular and prohibitive taxation by the same stipulation which secured to the Chinese Government a revenue based upon a liberal scale of maritime duties, and a fair system of internal levies. The terms of the Treaty of Tientsin are also quite in accordance with this principle.

The preamble of clause 28 cites Art. 10 of the Nanking Treaty, and declares that the neglect of the Chinese authorities to comply with its provisions had been the occasion of constant complaint on the part of British merchants as being the cause—not of loss to the individual—but of "detriment to trade."

It is most important to keep this point steadily in view, in presence of the distinction sought to be maintained between legal duties leviable upon articles of foreign trade actually in foreign hands and legal dues upon articles of foreign trade,—in Chinese hands. It appears to be held in influential quarters that the Chinese authorities have the right, so far as foreigners are concerned, to tax regularly or irregularly, under Imperial enactment or at the will of the local officials, articles of Import to or Export from China, so long as they are in native hands, and that the application of Transit passes to articles of foreign trade not actually owned, at the time of the issue of such passes, by a foreigner, is a "fraudulent evasion" of legitimate duties. The Chamber, on the other hand, considers that article 28 of the Tientsin Treaty, in connection with the preceding negotiations, and article 10 of the Nanking Treaty, which is still in force, was intended to free articles of foreign trade, import or Export, from all irregular exactions, and to subject them to a fixed scale of duties—that the system of Transit passes was established not so much for the protection of the individual foreigner as for the protection of foreign trade generally, and not for the emancipation of that trade from local dues, but as a provision against its being made the subject of illegal and arbitrary exactions. To adopt the theory which Sir R. Alcock supports, would be to recognize the principle of a differential scale of Transit duties between places in the interior and the port of Import or Export, in favour of the Foreigner and to the disadvantage native—a course of policy which, besides being eminently unjust, could not be expected to result otherwise than in complete failure.

The terms of the 28th clause of the Tientsin Treaty, after noticing the sudden and arbitrary changes which in contravention of the stipulations of the Nanking Treaty had been imposed upon Imports to and Exports from Chinese hands, and in course of transit to and from places in the interior, provide that the Chinese authorities shall, within four months after the signing of the Treaty, on the requisition of any British Consul, declare what transit dues are legally leviable between any Consular port and any given inland market, and as a special safeguard to foreigners, place at the option of British subjects the privilege of Transit passes, covering all goods, Import or Export, free of further taxation, which shall have paid at the port of entry a fixed commutation of 2½ per cent. ad valorem in addition to the Maritime dues.

Thus, article 10 of the Nanking Treaty, and article 28 of the Tientsin Treaty, considered together, seem to place it beyond question—

1st.—That Merchandize the subject of foreign trade shall be liable to a fixed scale of inland duties.

2nd.—That an ad valorem duty of 2½ per cent. is a fair commutation of all such inland dues.

It is not easy to understand why the system of transit passes was not made applicable to articles of foreign trade without reference to ownership; and possibly the framers of the treaty may have desired to avoid a display of unusual interference between the Emperor and his subjects. But it is more likely that Lord Elgin considered this measure would be effective to secure the desired end. It has been already said, impossible to suppose that he intended to drive all the internal trade of the country into foreign hands, which must be the result of any effective regulation which would give foreigners the privilege of trading at a lower rate of taxation than the natives; and it is equally impossible to believe that he meant the clause to be ineffective. It is more than probable that he believed the privilege in question, in conjunction with the privilege of residence, would compel the Chinese Government to adopt a regular and fixed scale of internal dues on the basis of the 2½ per cent. commutation; and in point of fact, the measure has been not altogether unsuccessful in producing this result. In the provinces where transit passes are respected, say in Chekiang, in Hoonan, and in Keangsoo, the dues levied on merchandize the subject of foreign trade are much lower, and are more regularly levied, than in provinces where the issue of transit passes has been roundly refused. However this may be, it can hardly be doubted that the intention of the Treaty was that foreign trade, under the protection or otherwise of transit passes, should be liable to a fixed scale of internal and Maritime dues, but should at the same time be exonerated from liability to irregular and arbitrary exactions in *transitu* or at the port of entry or shipment. And if transit passes guarantee the regular payment of all legal dues, where is the "fraudulent evasion" of the Chinese revenue laws, which the application of the protection of merchandize the subject of foreign trade, but owned by Chinese, is alleged to involve?

If an evasion at all, is it not [illegible] but an evasion of illegitimate and irregular dues, not only unjustifiable in cases where the place is issued upon a false declaration, but unjustifiable only on the falsity of declaration, not unjustifiable in respect to obligations to the Chinese Government. The arguments which have been used that the fraud in question, the desire of the Chinese to buy transit passes, is somewhat analogous to the argument that a man who engages the services of a constable to protect his house from robbers, must necessarily be hiring a brave to pillage the property of his neighbours.

Transit passes may be classed under three heads—

1st.—Those applicable to foreign Imports sent into the interior.

2nd.—Those applicable to Chinese produce exported to foreign countries.

3rd.—Those applicable to Chinese produce exported to Coast Ports in foreign vessels.

There is a fourth class applicable to Chinese produce, brought down from the interior to a treaty port, and sold on the spot for local consumption or for Export in native vessels, but the instances of the employment of transit passes in this way, even if they have ever occurred, must be so few as not to be worth attention.

With regard to the first class, it can hardly be doubted that a foreigner is justified in sending foreign imports to the interior under the protection of a pass, even though he may have lost a complete right of property in them in a legal sense. He may send, for instance Grey Shirtings hence to Soochow on payment of a certain duty. Ergo, he may sell them deliverable there, or what amounts to the same thing, he may furnish the buyer of them with a transit pass, even though the buyer has paid for them. It does not require casuistical reasoning to defend the morality of a proceeding such as this.

In the case of the second class, the process is reversed, and there can be injustice to the Chinese Revenue in the transmission of silk and tea intended for exportation from the interior to the coast under the protection of transit passes which can be obtained only on the payment of all legal dues. Passing by for the present the question of an absolutely false declaration, the difficulty may be noted of defining with exactness the limits of rights of property which surely, when no revenue fraud is compassed, may be stretched without guilt to extreme points especially under the consideration that foreigners have a prospective beneficial interest in the whole export.

The third class demands more consideration, and it is open to question how far the treaty intended transit passes to be applied to Chinese produce not sent out of China, but bearing in mind the principle that the system was established for the general protection of foreign trade, foreign trade can hardly be more accurately defined than by its distinguishing liability to pay a foreign trade tax. Merchandize shipped by a foreign vessel from one Chinese Port to another under a transit pass, pays, firstly, the legal internal duties; secondly, the maritime Export duty; thirdly, the coast trade duty. The sum of all these taxes far exceeds the sum of all the duties levied upon the same produce brought down from the interior without a pass, and shipped as if in a junk, and so far from the Chinese revenue being injured by the process, it is materially benefitted. It may be urged that the produce may be brought down under transit passes and not shipped through the foreign Customs, but practically this is not the case. Whenever a branch of trade has been sufficiently important to make transit passes worth securing, the Export of the produce which is the subject of it takes place almost wholly, if not wholly in foreign vessels. It is stated that Ningpo is the port where the sale of transit passes has taken place most prominently, and that Cotton is the article to which they have been applied. Now it is a fact that all or almost all the Cotton which arrives at Ningpo is shipped away either to the Yangtze or Southern Ports in foreign vessels, and it may confidently be affirmed that the protection which these Transit passes afford to the trade is in no little degree the guarantee of its existence.

Without it, the Export of Cotton from Ningpo would at all events be largely hindered; and the revenue therefore of the Chinese Government derived from the issue of transit passes, is far greater and more cheaply collected than if the "fraudulent evasion" of illegal levies did not occur.

The Chamber, it is to be presumed, is far from defending the practice of selling transit passes, or from asserting the morality of a false declaration. It will no doubt repudiate on the part of its members the assumption that foreign merchants in China are not governed in their transactions by conceptions of integrity as high as that of any Commercial body in the world; but, in face of the irregularity of Chinese taxation, the rooted disorder of provincial finance, the injustice and oppression of arbitrary levies by Government officials on goods in *transitu*, the Chamber cannot do otherwise than regard with favour a system which evokes order out of disorder, and protects trade by the means which alone secures to the Government the revenue to which it is legally entitled; and while earnestly disclaiming any participation in the practice, it is not called upon to view with much hardness a verbal fraud, which, rendered possible only by the clumsy phraseology of the imperfect development of the plan of the Treaty, defrauds no one of any just right, and carries into effect the object which the framers of the Treaty had in view.

A man can hardly state the thing that is not *then* though he may consider the statement to made as a matter of form, or in further case of a good end, without being at all or less demoralized, and the falsity of a declaration regarding transit dues is undoubtedly an evil, but an evil which is purely subjective in its consequences.

The system does not injuriously affect the legitimate rights of the Chinese Government or people, but on the contrary, subserves and promotes them, and therefore the aim of Treaty revision should be directed not to withdraw the privilege of Transit passes, but to so extend its operation that the scandal which partial development encourages may be removed.

The obvious remedy for the existing evil is the legalised application of Transit passes to all articles of foreign trade by whomsoever owned, the test of foreign trade being its subjection to a foreign trade tax.

The objections to be anticipated may be considered under three heads—

1st.—On account of the interference with the Emperor's prerogative which the limitation of his powers to tax his own subjects would involve.

2nd.—That a settled commutation of internal dues would cause the means of taxation to be fixed when the fiscal practice of provincial Governments is to make them elastic.

3rdly.—On account of the difficulty in administration which would attend a discriminative taxation on produce purchased in the interior and intended for export in foreign bottoms, and on produce intended for sale on the spot or for Export in Junks.

The first objection is one of form and particular precedent rather than of principle. The Emperor limited his prerogative when he assented to the exterritoriality clause of the Treaty, and it is just as open to him to limit his powers as regards persons as it is to concede rights as regards land. But in common with many states, the Emperor also limited his prerogative as regards persons when he fixed Maritime Tariff on Imports and Exports, and in principle there is no distinction between an undertaking by treaty not to levy more than a fixed duty on a piece of Shirtings owned by Chinese imported into Shanghai, and an undertaking by Treaty not to levy more than a fixed duty upon a piece of Shirtings owned by Chinese sent from Shanghai to Soochow. This objection therefore has no force.

The second objection may be considered as a knot cut through by the swords of the two Treaties, but never properly untied. It must be admitted that in probably little more than instances where transit passes are respected, say in Chekiang, in Hoonan, and in Keangsoo, the dues levied on merchandize the subject of foreign trade are much lower, and are more regularly levied, than in provinces where the issue of transit passes has been roundly refused. However this may be, it can hardly be doubted that the intention of the Treaty was that foreign trade, under the protection or otherwise of transit passes, should be liable to a fixed scale of internal and Maritime dues, but should at the same time be exonerated from liability to irregular and arbitrary exactions in *transitu* or at the port of entry or shipment. And if transit passes guarantee the regular payment of all legal dues, where is the "fraudulent evasion" of the Chinese revenue laws, which the application of the protection of merchandize the subject of foreign trade, but owned by Chinese, is alleged to involve?

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In the case of the second class, the process is reversed, and there can be injustice to the Chinese Revenue in the transmission of silk and tea intended for exportation from the interior to the coast under the protection of transit passes which can be obtained only on the payment of all legal dues. Passing by for the present the question of an absolutely false declaration, the difficulty may be noted of defining with exactness the limits of rights of property which surely, when no revenue fraud is compassed, may be stretched without guilt to extreme points especially under the consideration that foreigners have a prospective beneficial interest in the whole export.

The third class demands more consideration, and it is open to question how far the treaty intended transit passes to be applied to Chinese produce not sent out of China, but bearing in mind the principle that the system was established for the general protection of foreign trade, foreign trade can hardly be more accurately defined than by its distinguishing liability to pay a foreign trade tax. Merchandize shipped by a foreign vessel from one Chinese Port to another under a transit pass, pays, firstly, the legal internal duties; secondly, the maritime Export duty; thirdly, the coast trade duty. The sum of all these taxes far exceeds the sum of all the duties levied upon the same produce brought down from the interior without a pass, and shipped as if in a junk, and so far from the Chinese revenue being injured by the process, it is materially benefitted. It may be urged that the produce may be brought down under transit passes and not shipped through the foreign Customs, but practically this is not the case. Whenever a branch of trade has been sufficiently important to make transit passes worth securing, the Export of the produce which is the subject of it takes place almost wholly, if not wholly in foreign vessels. It is stated that Ningpo is the port where the sale of transit passes has taken place most prominently, and that Cotton is the article to which they have been applied. Now it is a fact that all or almost all the Cotton which arrives at Ningpo is shipped away either to the Yangtze or Southern Ports in foreign vessels, and it may confidently be affirmed that the protection which these Transit passes afford to the trade is in no little degree the guarantee of its existence.

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In the case of the second class, the process is reversed, and there can be injustice to the Chinese Revenue in the transmission of silk and tea intended for exportation from the interior to the coast under the protection of transit passes which can be obtained only on the payment of all legal dues. Passing by for the present the question of an absolutely false declaration, the difficulty may be noted of defining with exactness the limits of rights of property which surely, when no revenue fraud is compassed, may be stretched without guilt to extreme points especially under the consideration that foreigners have a prospective beneficial interest in the whole export.

The third class demands more consideration, and it is open to question how far the treaty intended transit passes to be applied to Chinese produce not sent out of China, but bearing in mind the principle that the system was established for the general protection of foreign trade, foreign trade can hardly be more accurately defined than by its distinguishing liability to pay a foreign trade tax. Merchandize shipped by a foreign vessel from one Chinese Port to another under a transit pass, pays, firstly, the legal internal duties; secondly, the maritime Export duty; thirdly, the coast trade duty. The sum of all these taxes far exceeds the sum of all the duties levied upon the same produce brought down from the interior without a pass, and shipped as if in a junk, and so far from the Chinese revenue being injured by the process, it is materially benefitted. It may be urged that the produce may be brought down under transit passes and not shipped through the foreign Customs, but practically this is not the case. Whenever a branch of trade has been sufficiently important to make transit passes worth securing, the Export of the produce which is the subject of it takes place almost wholly, if not wholly in foreign vessels. It is stated that Ningpo is the port where the sale of transit passes has taken place most prominently, and that Cotton is the article to which they have been applied. Now it is a fact that all or almost all the Cotton which arrives at Ningpo is shipped away either to the Yangtze or Southern Ports in foreign vessels, and it may confidently be affirmed that the protection which these Transit passes afford to the trade is in no little degree the guarantee of its existence.

Without it, the Export of Cotton from Ningpo would at all events be largely hindered; and the revenue therefore of the Chinese Government derived from the issue of transit passes, is far greater and more cheaply collected than if the "fraudulent evasion" of illegal levies did not occur.

The Chamber, it is to be presumed, is far from defending the practice of selling transit passes, or from asserting the morality of a false declaration. It will no doubt repudiate on the part of its members the assumption that foreign merchants in China are not governed in their transactions by conceptions of integrity as high as that of any Commercial body in the world; but, in face of the irregularity of Chinese taxation, the rooted disorder of provincial finance, the injustice and oppression of

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tf 875 Hongkong, 13th August, 1869.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and on Navigable Rivers and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.
The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.
GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents.	1 per cent.
Other dwelling Houses, used strictly as such, and their contents.	1 per cent.
Godowns, Offices, Shops, &c., and their contents.	1 per cent.

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company
tf 364 Hongkong, 7th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding ..... 1 month	1 of the annual rate.
Above 1 month, and not exceeding ..... 3 "	1 do. do.
Above 3 months and not exceed ..... 6 "	1 do. do.
Above 6 months the full annual rate.	

GILMAN & Co., *Agents.*
North British & Mercantile Insurance Company
tf 696 Hongkong, 7th April, 1868.

MERCHANTS MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.
OLYPHANT & Co.
tf 1232 Hongkong, 22nd July, 1869.

UNION OF HAMBURG UNDERWRITERS

NOTICE.

THE Undersigned have been appointed Agents at Amoy for the Union of Hamburg Underwriters.
All documents to sue in antiate claims against these Underwriters must be certified by us, or they will not be recognised.
(Signed) ELLES & Co.
tf 1502 Amoy, 8th August, 1869.

PHŒNIX FIRE INSURANCE COMPANY

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Companies at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 2006 Hongkong, 9th November, 1868.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.
AUGUSTINE HEARD & Co.
tf 1351 Hongkong, 7th June, 1867.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co.—*Managers.*
ESTABLISHED 1848.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers.
W. MACAULAY, *Agent.*
tf Hongkong, 1st July, 1867.

Insurances.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL GRANT FROM
HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

HEAD OFFICE IN LONDON
No. 7, Royal Exchange, Cornhill, E.C.
WEST END OFFICE,—*No. 7, Pall Mall, S.W.*

RICHARD BAGGALLAY, Esq.—*Governor*
JAMES BLYTH, Esq.—*Sub-Governor.*
EDWIN GOWER, Esq.—*Deputy-Governor.*

DIRECTORS.

Nathaniel Alexander, Esq. | Henry George Gordon, Esq.
John Alves Arbuthnot, Esq. | A. C. Guthrie, Esq.
Alfred D. Chapman, Esq. | John Alex. Hankey, Esq.
Mark Wilks Collet, Esq. | Louis Huth, Esq.
Sir Frederick Currie, Bart. | Charles Lyall, Esq.
F. G. Dalgety, Esq. | John Ord, Esq.
Benamy Dobree, Esq. | Capt. R. W. Polly, R.N.
John Kettwile, Esq. | David Powell, Esq.
G. L. Monck Gibbs, Esq. | William Rennie, Esq.
Robert Gillespie, Esq. | P. P. Robertson, Esq., M.P.
W. Bryce Watson, Esq.
Lostock Peach Wilson, Esq.

SECRETARY.
JOHN LAURENCE, Esq.

The CORPORATION of the LONDON ASSURANCE have appointed Agents for the issue of Policies for Marine Assurance in INDIA and CHINA as under:—
Bombay—Messrs. EWART, LATHAM & Co.
Madras—Messrs. ARBUTHNOT & Co.
Calcutta—Messrs. MACKILLOP, STEWART & Co.
Hongkong—Messrs. HOLLIDAY, WISE & Co.
Shanghai—Messrs. HOLLIDAY, WISE & Co.
Foochow—Messrs. HOLLIDAY, WISE & Co.
Mauritius—Messrs. BLYTH BROTHERS & Co.
The undersigned are prepared to issue Policies of the CORPORATION of the LONDON ASSURANCE, payable either here, in LONDON, at any of the above-named Agencies, and also at
Melbourne, Victoria—
Messrs. DALGETY, BLACKWOOD & Co.
Launceston, Tasmania—
Messrs. DU CROS, NICHOLS & Co.
Hobart Town—
Mr. LAVINGTON ROOPE.
Adelaide, S. Australia—
Messrs. ELDER, SMITH & Co.
Sydney, New S. Wales—
Messrs. FANNING, GRIFFITHS & Co.
Dunedin, Otago, New Zealand—
Messrs. DALGETY, RETTRAY & Co.
HOLLIDAY, WISE & Co.
tf 146 Hongkong, 21st January, 1868.

LONDON ASSURANCE CORPORATION

LIFE ASSURANCES.

THE Undersigned are authorised to issue Life Policies for sums not exceeding £5,000.
HOLLIDAY, WISE & Co.
tf 1839 Hongkong, 15th October, 1868.

NOTICE.

LONDON ASSURANCE CORPORATION.

THE following rates will in future be charged for SHORT PERIOD Insurances, viz:—

Not exceeding ..... 1 month	1 per cent.
Above one month, and not exceeding ..... 3 "	1 "
Above three months, and not exceeding ..... 6 "	1 "
Above six months, the full annual rate.	

HOLLIDAY, WISE & Co.,
Agents.
tf 687 Hongkong, 8th April, 1868.

NOTICE.

MANCHESTER FIRE ASSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding ..... 1 month	1 per cent.
Above 1 month, and not exceeding ..... 3 "	1 "
Above 3 months, and not exceeding ..... 6 "	1 "
Above 6 months the full annual rate.	

HOLLIDAY, WISE & Co.,
Agents.
tf 698 Hongkong, 7th April, 1868.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

THE LONDON ASSURANCE CORPORATION.

THE Undersigned having been appointed AGENTS for the above CORPORATION are prepared to grant FIRE AND MARINE INSURANCE on the usual terms.
HOLLIDAY, WISE & Co.
tf 3025 Hongkong, 27th December, 1867.

AMICABLE INSURANCE OFFICE.

THE Undersigned having been appointed Agents for the above Insurance Office, are prepared to accept MARINE RISKS, and issue Policies on any First class Sailing Vessels or Steamers on the usual terms, payable in case of loss, in China, Singapore, Batavia, Bombay or London.
ROBT. S. WALKER & Co.
tf Hongkong 8th October, 1863

NOTICE.

SUN FIRE OFFICE.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding ..... 1 month	1 of the annual rate
Above 1 month, and not exceeding ..... 3 "	1 do. do.
Above 3 months and not exceed ..... 6 "	1 do. do.
Above 6 months the full annual rate.	

A. G. HOGG & Co.,
Agents, Sun Fire Office.
tf 676 Hongkong, 9th June, 1868.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	1 of the annual rate
Not exceeding 1 month	do. do.
Above 1 month, and not exceeding three months	do. do.
Above 3 months, and not exceeding six months ...	do. do.
Above six months the full annual rate.	

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.
tf 678 Hongkong, 25th August, 1869.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents.	1 per cent. per annum
Other dwelling Houses used strictly as such, and their contents.	1 "
Godowns, Offices, Shops, &c., and their contents.	1 "

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.
tf 886 Hongkong, 10th March, 1865.

HONGKONG INSURANCE COMPANY, 1868.

THE undersigned having been appointed Agents of the above Company, are prepared to issue Marine Policies on the usual terms to the extent of £10,000, on any first class risk.
A. G. HOGG & Co.
tf 598 Hongkong, 17th March, 1869.

DE OOSTERLING

SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks on the usual terms.
SIEMSSEN & Co.
tf 1869 Hongkong, 1st August, 1868.

FORBES & Co.'S CONSTITUENTS INSURANCE COMPANY,
AND
BOMBAY INSURANCE COMPANY

THE Undersigned having been appointed Agents for the above Companies, are prepared to accept risks on the usual terms.
GIBB, LIVINGSTON & Co.
tf 399 Hongkong, 26th February, 1868.

Insurances.

PACIFIC INSURANCE COMPANY, SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.
RUSSELL & Co.
tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.
RUSSELL & Co.
tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
In addition to the usual brokerage, this Association returns to the assured *Fifteen per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.
RUSSELL & Co.,
Secretaries.
tf 1689 Hongkong, 1st January, 1869.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.
RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $30,000 on Buildings, or on Goods stored thereon.
GIBB, LIVINGSTON & Co.
tf Honckong, 24th August, 1864.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.
AUGUSTINE HEARD & Co.
tf 471 Hongkong, 6th March, 1868.

C. H. HINRICHS & CO.
Manufacturers and Dealers in
HAVANA AND DOMESTIC SEGARS,
TOBACCO, Etc.
133, QUEEN'S ROAD CENTRAL,
HONGKONG. [Sept. 8
17387

MORRIS & CO.
AUCTIONEERS,
NEWS AND COMMISSION AGENTS,
WELLINGTON STREET, HONGKONG.
tf 647 Hongkong, 2nd October, 1869.

L. FRICKEL & Co.,
SHIPCHANDLERS, SAILMAKERS,
GENERAL STOREKEEPERS,
AND
COMMISSION AGENTS,
tf 1221 QUEEN'S ROAD, HONGKONG. [Ap 1

NOTICE.

RENTS AND ACCOUNTS COLLECTED with despatch, and on demand.
DISTRAINT WARRANTS FOR RENT issued and executed.
SECURITY IS REQUIRED.
THOS. W. BARRINGTON,
53, *Wyndham Street.*
tf 338 Hongkong, 18th February, 1868.

RIFLES, FIXED AMMUNITION AND GUNPOWDER.
RODMOND GIBBONS & Co.
SAN FRANCISCO.
Agents for:
WINCHESTER REPEATING ARMS Co.,
and
E. J. DU PONT DE NEMOURS & Co.,
are prepared to sell Rifles, Carbines, Fixed Ammunition, and Gunpowder, on terms more favorable than they can obtained from New York. [1y 713 Ap. 10

G. DA SILVEIRA,
JEWELLER AND WATCH MAKER,
2 *doors past the Hongkong Dispensary,*
QUEEN'S ROAD,
tf 926 HONGKONG. [May 11

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.
He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Sails or Awnings.
tf 858 Hongkong, 30th April, 1869

E. AURBACH & Co.,
SHIP CHANDLERS & STOREKEEPERS,
NEWCHWANG,
BEG to call the attention of masters of vessels and others visiting that port, to their
EXTENSIVE ESTABLISHMENT,
replete with every Article of
SHIP CHANDLERY AND FANCY GOODS.
And to which they have added a thorough
COMPRADORING BRANCH.
They have also built a commodious
BOWLING ALLEY and BILLIARD ROOM,
Furnished with complete appurtenances, equal to any in the North of China.
6m 1120 Newchwang, 1st June, 1869.

BUTCHINS' LIVERY STABLES
AND
CARRIAGE MANUFACTORY.

HORSES received on Livery.
Carriages and Horses sold and bought on Commission.
Farriery, by an experienced European.
Harness and Saddlery repaired and renovated.
A stock of London made harness always on hand.
Horses broken to Saddle or Harness.
Horses always on hand for Sale.
J. B. B. having received a very large supply of the best English and
CARRIAGE MATERIALS, PAINTS,
VARNISH, &c.,
is prepared to build or repair Carriages with promptness, at very moderate Terms.
Veterinary work carefully attended to.
(J.B. will be happy to call at the residence of any person requiring his services, on receiving instructions to that effect.)
Rear of Marray Barracks, Hongkong.
tf 875 Hongkong, 3rd May, 1869.

THE LONDON AND CHINA HERALD.

A PAPER published for transmission by each outgoing Mail to China and Japan, containing Mercantile Intelligence and Political information, especially collated, arranged, and compiled for the use of the foreign communities in those Countries.
SUMMARY OF CONTENTS.
Résumé of current events. Notices on the salient topics of the day. Parliamentary proceedings, comprehensively condensed. Summary of Foreign Political Movements. Naval and Military Intelligence. Miscellaneous News. Legal Intelligence. Original notices on the questions of the day connected with China and Japan. Shipping: Arrivals, Departures, Vessels Loading, Casualties, Vessels Sp